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# Regional Freight Leadership Task Force

Minutes April 4, 2014

Offices of the Chicago Metropolitan Agency for Planning (CMAP)

DuPage County Conference Room

Suite 800, 233 S. Wacker Drive, Chicago, Illinois

Members Present: Michael Gorman (Chair), David Brady – Village of Bedford Park,

Michael Burton – C&K Trucking, Bill Driegert – Coyote Logistics, Peter Fahrenwald – RTA, Paul Fisher – CenterPoint Properties, Alicia Hanlon

Office of the Will County Executive, Jim LaBelle – Metropolis
 Strategies, Paul Nowicki – BNSF, Herbert Smith – Norfolk Southern,
 John Yonan – Cook County Department of Transportation and

Highways

Staff Present: Alex Beata, Randy Blankenhorn, Jill Leary, Matt Maloney, Tom Murtha,

Jacki Murdock, Brian Peterson, Simone Weil

Others Present: Kristen Andersen – Metra, Max Bosso – Elwood International Port

District, Bruce Carmitchel – IDOT, Dave Chandler – CNT, Chalen Daigle – McHenry County Council of Mayors, Kevin Donahue – Illinois Tollway, Hugh O'Hara – Will County Governmental League, Brian Rademacher – IDOT, Tom Rickert – Kane/Kendall Council of Mayors, Don Schaefer – Mid-West Truckers Association, Jeff Sriver – CDOT, Brian Umbright – Bowman, Barrett & Associates, Erika Witzke –

Cambridge Systematics

#### 1.0 Call to Order

Regional Freight Leadership Task Force Chair, Michael Gorman, called the meeting to order at 9:35 a.m.

#### 2.0 Agenda Changes and Announcements

There were no agenda changes. Mr. Beata updated the Task Force on the major MPOs' freight policy principles for federal reauthorization, which were read into the record at the U.S. Senate Environment and Public Works Committee in late March. He also updated the Task Force on the membership to IDOT's Illinois State Freight Advisory Council, which was announced in mid-March.

### 3.0 Approval of Minutes – March 7, 2014

President Brady moved to approve the minutes from March 7, 2014. The motion was seconded by Mr. Yonan and unanimously approved by the Task Force.

## 4.0 Revised - Principles for a Regional Freight Authority

Chair Gorman presented the updated principles, which were developed to guide the Task Force's recommendations to the CMAP Board. These principles were revised in response to Task Force members' comments at the March 7, 2014 meeting. The principles were moved for approval by Mr. LaBelle and seconded by Mr. Fisher, and then unanimously approved by the Task Force.

#### 5.0 Revised – Illustrative Scenario

Mr. Beata presented the revised scenario, reflecting comments made by the Task Force at its March 7, 2014 meeting. He noted that the scenario's three main components – robust freight planning, funding, and institutional organization – remain, but the funding discussion had been broadened to include a list of potential revenue options. Further, the scenario had been revised to provide more detail on how a new freight fund could be programmed within CMAP. As the Chair's suggestion, Mr. Beata reviewed how the scenario operates within existing agencies.

First, Task Force members discussed revising the title of the principles document to reflect the preference for enhanced freight governance to be delivered through existing agencies rather than a new Regional Freight Authority.

Subsequently, Task Force members discussed many aspects of the revised scenario. They noted the need for more contextual information in the scenario, for example the anticipated benefits of improved freight governance, other recent freight planning activities at the federal and state levels, the nexus to aviation and maritime freight modes, and the nexus to broader mobility issues advanced in GO TO 2040.

The Task Force requested more discussion or clarification on a number of topics, including potential evaluation metrics that could be used to evaluate freight projects, the relationship with local governments in the freight planning and programming process, and the relationship between public sector and private sector costs and benefits. The Task Force noted that some of the revenue options (e.g., container fees and bill of lading fees) included in the funding discussion are not feasible for technical or constitutional reasons.

#### 6.0 Other Business

There was no other business before the Task Force.

### 7.0 Public Comment

There were two public comments, the first from Mr. Bosso and the second from Mr. Schaeffer. Mr. Bosso noted the need to plan for long-term operations and maintenance costs, and he also voiced support for project-specific approaches to financing freight improvements. Mr. Schaeffer noted a recent state transportation funding proposal offered by the Transportation for Illinois Coalition. Much of that proposal focuses on redirecting

existing funding streams raised from the transportation system to transportation improvements.

## 8.0 Next Meeting

The Task Force meets next on May 2, 2014.

## 9.0 Adjournment

The Task Force adjourned at 11:20 a.m.

Respectfully submitted,

Alex Beata, CMAP Staff